CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

2 June 1981

Mr. Brian V. Kinney
Chief, Declassification and
Historical Research Branch
Records Management Division
Washington Headquarters Services
Room 1 D 517, Pentagon
Washington, D.C. 20301

Dear Mr. Kinney:

This is in reply to Mr. E. E. Lowry's letter of 21 May, which forwarded to CIA for classification review, under E.O. 12065, a document found in the systematic review of classified OSD documents.

This document, described as "Questions Concerning Russian Intelligence, 5 Apr 51, Log 39202 (S)," should remain classified at the CONFIDENTIAL level under Section 1-301(b, c, and d) of Executive Order 12065. Because the document contains foreign government information, it falls within the waiver of the 10-year review requirement granted by the Information Security Oversight Office. This waiver makes systematic rereview of the document unnecessary for 30 years.

The document is returned to you herewith as requested.

Sincerely,

[redacted] 25X1

Chief, Classification Review Division
Office of Information Services
Directorate of Administration

USAF review(s) completed.

Attachment:
Questions Concerning Russian Intelligence,
5 Apr 51, Log 39202 (S)
OSD REVIEW COMPLETED

Distribution:
Orig - Addressee w/att.
1 - CRD (Liaison w/Dept. of Defense) w/att.
1 - CRD Chrono w/o att.
[redacted] (2 June 1981)

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Unclassified when
Separated from
Attachment.

SECRET

INT

DEPARTMENT OF DEFENSE
WASHINGTON HEADQUARTERS SERVICES
WASHINGTON, D.C 20301

21 MAY 1981

MEMORANDUM FOR THE CHIEF, CLASSIFICATION REVIEW DIVISION/OIS
CENTRAL INTELLIGENCE AGENCY

SUBJECT: Request for Declassification Review

During the systematic review of all classified Office of the Secretary of Defense (OSD) documents over 20 years old, the Declassification and Historical Research Branch, Records Management Division, Directorate for Correspondence and Directives, Washington Headquarters Services, turned up the attached document(s).

The documents were either originated by your agency, contain information for which your agency is the classification authority, or are otherwise of interest to you.

It is therefore requested that your agency review the documents and recommend declassification, continued classification at the present or lesser level of classification, and/or review by other agencies. If your agency is recommending continued classification, in accordance with Paragraph 3-401, Executive Order 12065, it is requested that an authority for continued classification be specified, along with a date for the next review.

The time permitted by Executive Order 12065 to reach the point where all OSD documents over 20 years old have been reviewed, and the large volume of over 20 year old OSD documents, make it necessary to request your response within 60 days. In your response, you may wish to provide guidance with regard to what categories of information you do and do not wish to have referred to you in the future.

Your assistance in effecting this review will be most appreciated. Please return the documents to Mr. Brian V. Kinney, Chief, Declassification and Historical Research Branch, Records Management Division, Washington Headquarters Services, Room 1D517, Pentagon, Washington, D.C. 20301, upon completion of your review.

Without attachments, this memorandum is UNCLASSIFIED.

E. E. Lowry, Jr.
OSD Records Administrator

Attachments (1)

- Questions Concerning Russian Intelligence, 5 Apr 51, Log 39202 (S)

U-208715

SECRET

(MAR-AUG 51)

LOG NO. 39202

COPY NO 7

AR 87/1 Corrected

5 April 1951

QUESTIONS CONCERNING RUSSIAN INTELLIGENCE

AIRCRAFT:
FIGHTERS:

1. Is the MIG-15 Russia's best fighter aircraft:

Comments: The MIG-15 is considered the best of the Russian jet fighters. The aircraft of this type, which have appeared in Europe and in Korea, indicate that it is in production to a greater extent than any other Russian jet fighter. Evidence also indicates that the Russians may consider it their major operational fighter.

2. .....

Comments .....

3. Is anything further known of the Type 21 and the Type 18, mentioned in the same report?

Are these types synonymous with the LA- and YAK types that have been variously reported?

Comments: There is very little further information on these types, although, it may be that the type 18 may prove to be identical with a new interceptor being developed at the YAK Factory. This type having a bulbous nose indicates the possibility that it may be an A.I. aircraft. The exact significance of the bulbous nose is uncertain. It may house radar or infra-red detection equipment.

CIA

4. What is known on the development of rocket-type interceptors of the ME-163 or 263 types, or developments thereof?

Comments: A special study of the ME-163 and ensuing developments is in preparation. It goes into all details on these projects, and a copy will be sent us as soon as it is available. An aircraft, tentatively identified as the YAK-21 has been reported under development, and may prove to be a recent rocket interceptor development. This report was received through Interavia which is not always a valid source. It is being checked.

5. What is the present status of the Junkers Rocket Interceptor Development which was taken to Russia in 1945, including engineering and manufacturing personnel under Dr. Rudolph Schmidt and Mr. Rental, Chief Designer?

Comments: The comments to question four also apply to this question.

6. What is the production capabilities or capacities for fighter aircraft?

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[redacted]

7. What methods are used for range extension, such as air-to-air refueling, towing, parasite, or pick-a-back configurations:

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[redacted]

this or a very similar method. There are no reports which indicate any other methods of range extension, with the exception of a report on trials of an older German method in which a tanker aircraft (possibly a glider) was towed in flight, and the fuel contents transferred by a hose line from the tanker. There are reports of parasite aircraft experimentation, copies of which will be sent to the Committee.

8. What is the status of any research aircraft of supersonic capabilities?

Comments: It is known that a broad program of research on supersonic aircraft is underway at a field not far from Moscow. It appears certain that the DFS-346 has attained supersonic speeds and that a staff of exceptionally capable personnel is assigned to the project.

SECRET

BOMBERS:

1. What is the status of a report which has been noted on the development of a heavy bomber referred to as a "Muscovite version of the B-36", recently appearing in "Air Review"?

Comments: There have been a few unconfirmed reports concerning such a project, but not necessarily an aircraft having directly similar configuration to the B-36. Unconfirmed reports of an aircraft, possibly fitting this description, tentatively identified as the ME-323, have been received. A prototype of this or a similar bomber may be expected in 1951.

2. The B-29 type is known to have been in production for some time. Has there been any modification in the basic design which would indicate the improvements in performance, particularly range?

Comments: Only routine changes have been noted, principally involving armament and equipment. The A3H-90 (R3350) engines are known to have given considerable service trouble, as might have been expected.

3. The Tupolev type-12 appeared in July 1948 and has been frequently mentioned since that time. Is this the Russians best light or medium bomber?

4. What is the estimate of its performance?

5. What is its production status?

6. If the type-12 is not the best in its class; what is, and what is the estimate of its performance and production?

Comments: The type-12 appeared in 1948, and probably was superseded by the type-17 which appeared in 1949. Neither of these aircraft has appeared in quantities which would indicate that they are in production; however, the type-27, which possibly may have superseded both, appeared in 1950 and is now believed to be in production. Estimates of very good performance are available but of higher classification and not quotable.

7. Is there any indication of the development of a special high altitude bomber aircraft capable of a one-way bombing mission to U. S.?

Comments: There is no Russian aircraft known to exist that can fulfill this mission with the exception of the Tu-4 (B-29) which can accomplish it within certain limitations.

OTHER AIRCRAFT:

1. What is Russia using for ground support aircraft?

Comments: The IL-10, which has been in operation since 1944 and is the successor to the Stormovik, is still available for ground attack; however, there are also indications that certain models of the MIG-15 may be fitted for ground support.

2. What types of transport aircraft are being used for paratroops?

Comments: The LI-2 (C-47) and the native Russian design IL-12 are still operational for this purpose. In addition to a number of LI-2 aircraft built in Russia, there are also available several hundred U. S. built C-47s acquired under Lend-Lease.

3. A Tu-70 transport version of the B-29 has appeared; what is its military application, paratroops, heavy transport; what aircraft is used for the air transport of heavy equipment?

Comments: Little is known of the Tu-70, except that it is a transport version of the Tu-4 (B-29). It has not been reported in quantities which would indicate production beyond prototype numbers.

4. What, if any, air transport was used in moving heavy equipment in Korea if such aircraft were used for the purpose?

Comments: It is not believed that aircraft were used for the transportation of heavy equipment in the Korean operation, although the LI-2 (C-47) and IL-12 were probably used in the transport of lighter cargo and personnel loads.

5. What is the estimate of their range, or was it accomplished in a series of short hops?

Comments: No evidence of aircraft being used for this purpose.

6. What aircraft are the Russians using for reconnaissance; what is their range and operating altitudes?

Comments: Reconnaissance missions are probably covered by modified fighter aircraft. The MDR-3 (flying-boat type) is also possibly in this category. Information on this aircraft will be forwarded to the Committee. A single report of the sighting in 1948 of a twin-boom aircraft, tentatively identified as type-23, may have indicated a development in this category. It has not reappeared.

7. A Burnelli-type lifting-body design transport has been reported; is there any intelligence information in regard to this development?

8. It has been reported in the press as being used for the transportation of heavy equipment to Korea. Is this true?

Comments: There is very little information concerning any aircraft of this type. (Our memorandum on this newspaper report and the sources, thereof, were discussed at this point, and it was agreed that a copy of our memorandum would be forwarded to CIA).

9. Do they have any jet trainers?

Comments: Yes, they have several. There are two-seater versions of the Type-26, YAK-15 and possibly several other early jet types which may have been modified as two seaters for training purposes. There are also indications that the MIG-15, referred to as the Type-26, has been modified for the purpose.

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POWER PLANTS:

1. What is the status of high-speed or supersonic propeller developments in Russia for use with turbo-prop engines?

2. Is it possible to secure a summary covering all Russian power plants, giving estimates of their performance, capabilities, dimensions, weights, and aircraft installations and their status as regards, design, development, production, and service use?

3. What is the status of Russian development of after-burner?

Comments: There is no confirmed information.

4. What is the status of Russian development of water injection?

Comments: There is no confirmed information.

5. What is the status of other thrust augmentation?

Comments: There is no confirmed information.

6. A "Wringer Report" recently described an unusual arrangement in a turbo-prop engine; have any other unusual or unorthodox design details been observed?

Comments: Considerable information on this design was furnished Mr. Glodeck by USAF-ID (Wright Field).

7. What is the status on liquid rocket developments for JATO or primary power plants?

8. Do Russians use JATO? Is there a predominance of liquid JATO over solid JATO units?

9. What is the status of rocket power plant development for interceptor fighters?

10. What is the status of the rocket power plant projects of Peenemunde, Halle, and BMW and their personnel which were moved to Russia in 1945, including the status of Dr. I. M. Schmidt?

11. What is the fuel situation; are specifications similar to U. S. standards? What did samples taken in Korea show?

12. Do Russian power plants use unconventional fuel, and what is the situation in regard thereto?

13. What are Russian turbine engine life requirements as compared to U. S. requirements for 500 hours.

14. What do Russians employ in materials for hot end of turbine engines to replace columbium and cobalt? Are they doing any blade cooling? What is their effort and status in field of substitute materials for aircraft turbines (both alloys and ceramics)?

ARMAMENT:

1. What is the status of Russian development of aircraft turrets and remote controlled power operated gun mounts?

2. Have any unorthodox installations of turrets been noted such as at wing tips of large airplanes or in the nose of fighter aircraft?

3. What is the situation in regard to the development of fire control systems, particularly of the automatic gun laying type? Any application of FM radar, pulse radar, or infra-red will be of interest.

4. Is there any single system of fire control (optical or AGL) which can be used with a variety of weapons such as guns, rockets, and bombs?

5. What is the status of development of aircraft guns, particularly as regards large caliber, recoilless weapons, high muzzle velocities, very high rates of fire and small over-all sizes and weights?

Comments: There is considerable information available on the development of automatic weapons. The best and most complete information in this regard is contained in a study of the development of automatic weapons since ancient times which is being prepared by the Bureau of Ordnance, Navy Department. It was suggested that a copy of this paper be secured by our Panel on Armament.

6. What is the status of methods of gun heating, other than electrically or hot air blast?

7. What is the status of development for extreme cold weather operation of armament equipment and systems?

8. What is the status of the development of spin stabilized rockets?

Comments: Spin stabilized rockets were used in World War II. There is some information available on this subject, and it will be furnished to the Committee.

9. What is the status and development of rocket launchers?

10. What is the status of unusual warheads such as scatterable, incendiary, or explosive fragments?

11. Are there any reports of development of handling, carrying, and releasing equipment for bombs as well as mines, torpedoes, or air-launched guided missiles, particularly in the larger sizes; also, any work on the best methods of placing, carrying, and releasing stores in the high speed aircraft?

12. Is there any development in improved shapes of stores or bombs to be released from very high speed aircraft?

Comments: There have been a couple of isolated reports on special containers developed in Czechoslovakia and Poland. There is no evidence of new bomb design since 1946.

13. Have the Russians developed anything of interest in tow-target equipment usable at high speeds, 400 to 500 mph, and at altitudes in the vicinity of 50,000 ft.?

Comments: The answer to this question is probably "no". All that has been observed is low speed equipment, probably under 200 mph and at low altitudes, not over 25,000 ft.

14. What is the development and practice in regard to protective armor for crews and critical components?

Comments: Very little has been observed in this category. All aircraft armor has appeared to be standard alloy steel sheet, similar to that used by U. S. for seat and cockpit armor. There have been no observations of anything in the nature of personnel armor, such as flak suits or the like.

15. What is the status of chemical and smoke screen dispensing equipment for aircraft?

Comments: There is very little available on this category dated later than 1945. There is some information available on this subject in a document entitled, "3D-565", a summary of American and British intelligence. A copy of this paper should be procured from Air Intelligence.

16. Is there any information regarding problems set up by guns and rocket fire from any high speed rocket aircraft?

17. What is the status of Napalm bombs or equivalent?

18. Is there any information on radar and non-radiating bombing equipment?

Comment: Very little information is available on this question, although radomes have been observed on recent types, such as Type-27 and Tu-24.

EQUIPMENT:

1. What is the status of parachute development for paratroops and other personnel use and for the delivery of heavy articles, including personnel containers?

2. What is the status of parachute fabric development of the nature of ribbon cutes, etc. for the delivery of heavy aircraft and/or at high speeds?

3. What is the status of Russian development of ejection seats or correlative means of escape at high speeds?

4. Have the Russians developed escape capsules or anything similar to ours?

5. In landing gears, have they developed any unusual configurations, such as track, bicycle, or multi-wheeled gears for operation in bad or unprepared terrain?

6. Have the Russians developed, or are they using, ship-board equipment, such as catapults or arresting gears?

7. Have they developed, or used, any ground catapult launching gears?

8. Do they use retarding parachutes for landing or other gear for similar purposes?

9. What is the status of Russian developments of tires, wheels, and brakes, particularly as intended for low temperature use?

10. What methods or equipment are used for range extension, such as air refueling or similar methods?

11. What is the status or pressurization, ventilation, and heating equipment for aircraft?

12. What is the status of engine starters for all types, particularly under cold weather conditions, including pre-heating, etc? Any of non-electric type?

13. What is the status of the development of instrumentation, including auto-pilots and similar equipment?

14. What German auto-pilot has been adopted, and what improvements have been applied?

15. What navigational systems are in use by the Russians, and what are their status?

16. What all-weather equipment has been developed, and what is its status?

17. What is the status, and what is the type of Russian blind landing equipment such as GCA, ILS?

18. What is the status of rapid refueling and reservicing equipment, including single point, or similar, refueling system in the aircraft?

19. Are there any unusual developments in ground handling equipment, particularly under bad weather and cold conditions?

20. What is the status of electric batteries or accessory power units?

21. Have the Russians developed anything in the nature of rotary wing devices for droppable loads in lieu of parachutes?

22. What de-icing equipments are in use or under development?

GENERAL:

1. What test facilities are known to be available: aerodynamic wind tunnels, power plant tunnels, or test stands, high speed track gear, armament test facilities, and others?

2. Would it be possible to prepare a standard format of presentation for each type of information in the aircraft field?

Don -

Scott didn't put a reviewer's stamp on this document, because it's hard to tell whose document it is - hence which stamp to use. If you want it stamped, we could use the "other agency" stamp, which is sort of all-purpose.

Guy